Government Arranges for the Purchase of a Number of Automobiles—Auto Buses Successfully Established at Barectona-New Dust Laying Idea.

The British Sovernment hee at last realized hat automobiles may be of service to its at office department and has arranged for the purchase of a number of motor wagons. automobiles are used between London and Brighton, and also between Liverand Manchester. It is expected that mail between nearby towns and cities, particularly at night, as there are few trains on the railroads which are run between midnight and early morning. During this interval e letters that accumulate can be despatched

The service of auto buses which has been established at Barcelona is very successful, according to a report recently made by Benjaaccording to a report recently made by partial min H. Ridgley. American Consul-General at that place. The vehicles run over a route from the central plaza of the city to a busy section about two riviles away. They give a five minute service, for which a fare of 10 centinos, about two cents, is charged. the buses are strong and fairly comfortable es, and carry fifteen passengers inside and the same number on top. They are driven by 24 horse-power engines and make shout 20 per cent. faster time than the electric treet cars with which they compete. The notors of the buses were made in France, he coach work was turned out in Barcelona and the wheels are equipped with solid rubbe tires made in Germany. They cost complete about \$7,000 each. Gasolene sells for about so cents a gallon in Barcelona and lubricating oil at \$1.60 a gallon, but in spite of these abnormal prices for supplies, the company is said to be making considerable money. The uses have been running since the middle f August, and the company is so well satisthe outlook that the number shicles in use is to be increased until there are thirty-five in service. Barcelona has a population of nearly 700,000 within the city limits, and has the honor of being the third city in Europe to establish an automobile bus service, the other cities being London and Paris.

om a Pennsylvania district, is of the opinion that the proposed turnpike across the Keystone State between Philadelphia and Pitts-burg can be built for \$1,000 a mile or less. To prove the truth of his assertion Mr. Huff ently superintended the rebuilding of four miles of road near his residence and kept the ost within the limit he had set.

The managers of the company that operates the trolley car service in Washington have discarded the horse drawn emergency wagon which was used there until recently its place they have installed an electric truck equipped with a wrecking outfit and complete emergency supplies. The equip-ment weighs 1,800 pounds, and in addition the wagon carries a crew of four men. It maintains a speed of twelve miles an hour, and the trolley company has dispensed with five horses which had been required for the

The county councils in England have tackled the dust problem and the council in Breconshire has recently finished up a six months trial of a dust laying idea. In commenting upon the success of the idea attention is called to the fact that along a new stretch of road the grass was as green as it newly watered, while along the old road the grass was whitened by the dust. It seems that the solution of the problem is very simple and it consists of using a binding material of a mortarlike character, which as it hardens tends to solidify the road material and thus diminish the dust. The inventor says that the idea came to him by noticing that where mortar had been mixed on the roadway the surface became as hard as a stone. It then occurred to the discoverer that the use of a special artificial binding would both lengthen the life of the road considerably—and diminish the dust nuisance. It would seem that experiments along these same lines might be conducted with considerable profit on some of the most used roads in New Jersey and Long Island.

While it is undoubtedly true that there are Breconshire has recently finished up a six

While it is undoubtedly true that there are while it is undoubtedly true that there are baufleurs, and even owners, who drive their automobiles through city streets without proper regard for the safety of pedestrians, there is another aspect of the matter that is not so often referred to, says Automobile. Pedestrians are often extremely careless, to say the least, and not infrequently invite disaster. Every one is familiar with the man who, wrapped in thought, steps into the road and starts across with his eyes on the ground. There is the flighty young woman whose conversation with her friend is continued while she backs into the road without looking where he is going. Then there are the people who suddenly appear from behind surface cars or around vehicles standing at the curb, and last but not least, the children who play heedlessly on the streets. But the automobilist or chauffeur who pleads "careless pedestrianism" as the cause of an accident is usually looked upon as trying to wriggle out of the scrape by blaming some one else. The assertion of the anti-automobilist that pedestrians have a right to make it is also self-evident that no pedestrian has a right to put the trians have a right to walk in the road if they so choose may be true, but it is also self-evident that no pedestrian has a right to put the driver of an automobile in the position of a homicide. And no matter how careless a redestrian may be, it is just as unpleasant for the driver of the car, if an accident occurs, as if the pedestrian was the most cautious of wer. An hour's automobile ride through the streets of any city will convince the most sceptical that the fault for accidents does not necessarily rest on the automobile driver and that it is little short of marvellous that more careless pedestrians are not run down every day.

Regarding its recent meeting, held at the Naldorf-Astoria, the Glidden four commis-ion has made the following announcement: It appears by the report of the touring comsien has made the following announcement: It appears by the report of the touring committee of the American Automobile Association appointed to conduct the contest for the Glidden touring trophy for the year 1906 that the following had perfect scores: Percy P. Perce, Buffalo, N. Y.; L. J. Petre, Cleveland, Ohio; George M. Davis, Buffalo, N. Y.; George Soules, Toledo, Ohio; Wilbur C. Walker, Hartford, Coan.; Philip S. Film, Pittsburg, Pa.; William E. Wright, Springfield, Mass.; Charles P. Barrett, Hartford, Conn; Archie E. Hughes, Philadelphia, Pa.; Ernest Keeler, Lansing, Mich.; C. H. Burman, Cleveland, Ohio; Frank E. Wing, Boston, Mass., and Gus G. Buse, Buffalo, N. Y. The commission, acting under Article 2 of the deed of gift, which reads, The club of which the winner is a member shall have the custody of the trophy until it is won by another, hereby orders that the trophy shall remain in the possession of the Automobile Club of Buffalo, N. Y., as Percy P. Pierce, a member of said club, and winner of the trophy in 1906, made a perfect score in the contest of 1906. The commission specially commends the excellent work of the American Automobile Association touring committee in so ably managing what was unquestionably the most important touring event that has yet been held in America.

while ninety-two cars, valued at \$331,782, were imported into the United States during August of last year, the imports for August this year feil to eighty-three machines, valued at \$299,979. In August, 1905, the automobile parts brought into this country were valued at \$29,400 and in the corresponding month this year parts were imported which were valued at \$23,400. It is interesting to note that 228 American made automobiles, valued at \$421,220, were exported from the United States during August of this year, while the value of parts sent abroad the same month reach \$45,011. In 1905 the total value of the automobiles and parts exported during August was \$260,853. During the eight months ended August last the exports of cars and parts were valued at \$3,335,420, as compared with \$2,041,134 during the corresponding period in 1905 and \$1,322,499 for the first eight months of 1904. During August of this year the shipments of cars and parts were destined as follows: United Kingdom, \$122,-590; France, \$15,280; Germany, \$7,569; Italy, \$1,125; other European countries, \$7,280; \$7,125; other European countries, \$7,280; \$7,125; other European countries, \$7,280; \$7,125; pither Australasia, \$11,124; other Asia and Oceania, \$20,099; all other countries, \$1,864.

AUTOMOBILE NOTES.

When R. M. Owen & Co. recently took on the 1907 four cylinder Premier water cooled touring Car as a running mate with the Reo runabout and der touring car for the season of 1907 A number have already been disposed ng which were two handsome its ient New Yorkers. The 1907 24-28 horse bower four cylinder water cooled Premier touring car carries hie passengers, has a wheel base of lot inches, shaft drive, multiple disk clutch and sail elliptic springs with Premier shock absorbes

AUTOMOBILES

Reliability and Endurance Proven

Its consistent performance in all speed and endurance contests stamps it as a marvel of mechanical construction. To-day it is the most popular foreign automobile in America. According to the official report at the Custom House, more "FIAT" cars have been imported during 1906 than any other foreign make.

Second and Sixth in Vanderbilt Cup Race Out of 17 Starters

> Second and Fifth in Grand Prix Out of 34 Starters

First, Fourth and Fifth in 3000 Mile Coppa d'Oro Endurance Run Out of 48 Starters

We can now make Immediate Delivery of "FIAT" cars with both enclosed and touring bodies.

SOLE AMERICAN

Importers Under

Broadway and 56th St.

Boston Agent, HARRY FOSDICK CO., Stanhope St., Boston

head, which gives it easy riding qualities under all

One of the most important features of the preparation of an entrant in a great road event like the Vanderbilt cup race is the training of the driver and his mechanic. Samuel H. Shaw, who was the manager of the victorique Darracq entry last year and this year, gave special attention to the care of his men. For weeks before the race the diet of Warper, and Demogract was carefully the care of his men. For weeks before the race the diet of Wagner and Demogeot was carefully guarded and they were sent on long walks in the country and given considerable physical exercise, such as bowling, every day. Special precautions were taken before the race to keep the driver from hearing of any accident which might happen to other drivers in practice, and Wagner was not allowed to learn until the end of the race of the various catastrophes which some of his competitors met with, as it was feared that such news petitors met with, as it was feared that such news might shake his nerve. Mr. Shaw's care was justified by the brilliant victory of the Darracq and the clear headed judgment which Wagner displayed throughout the race.

It is a question if any one in the retail auto nobile business takes as much interest in the welfare of the chauffeur as Harry S. Houpt, the popular New York agent of the Thomas car. It would do the average motorist good to go and look over his magnificent establishment on Broadway, and see for himself. Up on the third floor of this new auto palace, commanding a magnificent view of Broadway, is the chauffeur's domain, and here he can ioli at his case. Smoking room, billiard parlor, shower bat hs, &c., are at his disposai. This is possibly the only garage that can boast of a barber and there is some talk of putting in an up to date lunch r com. Nor does he have to worry about his calls; telephone connection in the billiard room infor ms him when he is needed.

Infor ms him when he is needed.

The Ford Motor Company is among the early ones to announce a definite line of cars and a policy for the coming season. Instead of waiting for the New York show time to disclose its new models, the announcement is authoratitively made by James Couzens, secretary-treasurer of the company, that the big six cylinder touring car which has proved such a success this season and the sensational four cylinder runabout will constitute the entire Ford offering for 1907. Of these two models the company will turn out numbers that are unprecedented in the industry. The first 10,000 runabouts are now well under way and already orders are being placed for a second 10,000. The price of the runabout will not be changed, despite persistens rumors to the centrary.

A prominent American manufacturer commenting upon the wonderful success of the Fiat cars in this country calls attention to the fact that according to the official reports of the United States Government more Flat cars have been imported this year than any other make. This is certainly a remarkable record when it is known that three years ago there were only two Fiat cars in the United States one of which was owned by C. H. Tangeman, the president of the Hol-Tan company. He purchased a car while touring abroad and was so impressed by its good qualities that the agency was obtained, and from two cars in 1903 Flat leads in importations to day.

With all but two or three cars in the Vanderblit race equipped with Truffault-Hartford suspensions, it was naturally expected that the winner would be among the majority. That shock absorbers contributed greatly to the success of Louis Wagner in his Darracq racer goes without saying, and Wagner has been kind enough to write to the Hartford concern stating that fact. President E. V. Hartford points with pride to the fact that every great touring and racing event of any kind during the last few years, both in America and Europe has been won by cars equipped with the suspensions.

A. C. Stewart, a motor enthusiast of the Pacific Slope, writes the following letter anent the merits of the Dorris car: "Have just returned from a six weeks trip to the Yosemite Valley with the first Dorris car. I carried a complete camping outnit on an express wagon behind the machine, the whole weighing about 1,400 pounds. We covered about 1,000 miles, averaging about 100 miles per day, sometimes running as high as fifteen miles to the gallon of gasolene. The trip is a mountainous one and over some rough, steep roads. With the exception of relining the transmission brake, owing to the extra load of trailer. I had no trouble with the car." Barnett-Jackson Company are handling the Dorris here for 1907, and report considerable progress since they initiated their campaign.

In the last two days a large number of persons

In the last two days a large number of persons have visited the salesroom of the Oldsmobile Company of New York to inspect the 1907 Olds the first model of which arrived Thursday. Every one admired the new car and noted its many improvements over the 1906 model. The horse-power of the 1907 Oldsmobile has been increased from 28 to 40. Thirty-four inch wheels are used both front and rear, the dashboard is of mahogany, the tonneau is larger, and a trunk rack, tire carrier, very powerful lamps and several other extras are included in the equipment. The mechanism is more accessible and the transmission is fitted with an interlocking device which makes it impossible to strip the gears. The general design and detail finish are very handsome.

On Tuesday evening, October 18, the Tichenor-Grand Company will formally open their fine new building, located at Sixty-first street and Broadway. There will be an electric light exhibition of 200 saddle and harness horses consigned by Harbison & Co., Lexington, Ky., Elisworth & McNair, Samuel Cozzens, Chicago, and others, prior to their sale by auction on Wednesday and Thursday. Entries of automobiles, horses, carriages, harness, &c., will be received up to 5 P. M. on Tuesday.

A big six cylinder Stoddard Dayton will be on view at the new salesroom on Broadway at Fifty-seventh street early this week.

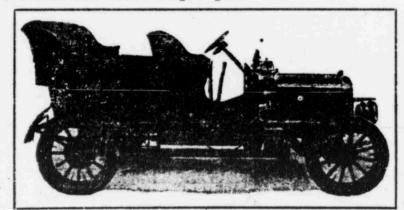
A new departure at the Franklin factory is the manufacture of tops. In arranging for this work they have devoted a large space on the top floor of their main building and within a few weeks will be able to turn out tops in large numbers. This addition will call for the employment of a large num

The handsome channs of the Lozier 1907 car has been received at the Lozier salesroom on Broadway and is attracting much attention from visitors on Automobile row. The 1907 Lozier channes are being shipped from the factory to coach builders at the rate of five per week and 1907 deliveries will commence on October 28.



DORRIS CARS offer the greatest value for the money on the market. They are built to stand up under all conditions and are especially constructed to negotiate hills and bear the brunt of rough riding. They are strong, powerful and durable machines and possess rare speed capacity.

Dorris cars hold the high speed record, 500 miles New York to Boston and back, without change of gears.



30 H. P. 4 Cylinders \$2,500 Guaranteed for one year.

Barnett-Jackson Company 236 West 54th St., New York.

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TOW is the time, when the air has taken on its erispness, adding zest and vigor, that motor touring becomes the most delightful and exhilarating sport and recreation of all out-ofdoor life.

The fulness of this pleasure can only be perfect with a car that is absolutely dependable-a car which will bring you back as well as take you-a car that has been tested and not found wanting, for these trips, which, more so than any other test to which a car may be put, shows up its running and wearing qualities—a car known for its economy of operation as proved by its many thousands of owners

Guaranteed free against repairs for one year. We can offer you immediate deliveries-Demonstrations at any time Model F. 30-35 Horsepower, \$3,500

IN CARS TAKEN IN EXCHANGE WE OFFER BRASIER. 30 H. P., 1905. Aluminum, K. of B. body. Rer-fect condition. Guaranteed for one year. Price, \$4,000. POPE-TOLEDO, 45-50 H. P., 1905 model with 1906 transmision. Perfect condition. A great bargain. A PANHARD, 12-15 H. P., 1902 medel. Great bargain.

E. B. GALLAHER, 228-230 West 58th St., N. Y.

MOTOR BOATS.

MOTOR BOAT'. FOR SALE \$70.00.

Two 20 ft. Motor-boats equipped for salt water. Lozier Motors. Cost \$315.00 last June. Used as tenders to my yacht "Adelle." Condition guaranteed perfect. Cash and shipping directions must be sent

this week. NATHANIEL EUSTICE, Back Bay P. O., Boston, Mass.

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Won the Vanderbilt Cup Race, 1906, Against the Best Cars in the World, leading from start to finish despite four stops for tire changes.

RELIABILITY

Won the Vanderbilt Cup 1905. Made 2 Miles in a Minute (53 4-5 Secs.) at Ormond Beach, 1906.

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Defeated All Water-Cooled Cars in 2-Gallon, Efficiency Test

The development of every mechanical detail to the uttermost point of perfection, which made it possible for Wagner's car to go through the terrible strains of the recent Vanderbilt Cup Race with absolute regularity and without an adjustment, is characteristic of every stock model DARRACQ. In simplicity of design, in material and in workmanship, the DARRACQ has no parallel. Cars on hand for immediate delivery.

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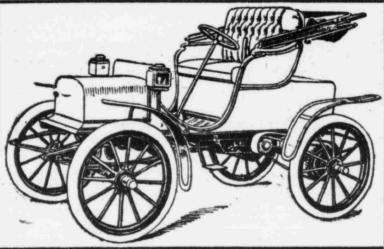
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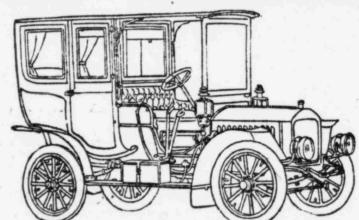
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Cylinder Locomobiles, two cylinder, \$400; Four
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1806 and 1805 Up to Date Models.

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12,500 HAYNES (thirty-five), 4-cylinder. \$1,500

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13,500, 1806 MTCHELL, 4-cylinder. \$1,500

13,600 REO, top and extras. \$750

13,500 NEW QUEEN, \$600; ACME. \$2,500

FOUR FRANKLINS. \$550 to \$750

FOUR FRANKLINS. \$550 to \$750

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